

Construction Advisory

CA 2006-01
February 23, 2006

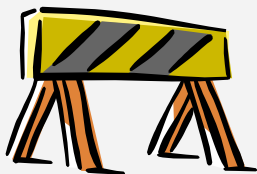
From Brenda O'Brien, Engineer of Construction and Technology

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Questions regarding this
Construction Advisory should
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BJO:BRZ

Revisions to Speed Limits in Work Zones

Effective with the 2006 construction season, MDOT must be in compliance with the following procedures regarding work zone speed limits, as outlined BOH IM 2005-16 *Guidelines to Establish Speed Limits in Work Zones*:

1. Existing projects in place must be revised to meet the new speed limit and sign spacing requirements as shown in the sample traffic control typicals by April 1, 2006. This may require resetting advance work zone signing.
2. Follow the *2006 Guidelines to Establish Speed Limits in Work Zones* (attached to BOH IM 2005-16).
3. For non-freeway roadways, place additional speed limit signs as described in the maintaining traffic typicals or the maintenance of traffic plans.
4. For freeways, place additional speed limit signs after every interchange. If interchanges are spaced two or more miles apart, provide additional speed limit signs (R2-1) so the spacing between the speed limit signs does not exceed two miles.
5. For posted work zone speed limits of 50 mph or higher using R2-1 speed limit signs, the use of the R2-1a "WHERE WORKERS PRESENT 45" sign is required.
6. For posted work zone speed limits of 45 mph or lower using R2-1 speed limit signs, the use of the R2-1a "WHERE WORKERS PRESENT 45" sign is not required.
7. For work zone speed limit reductions where no lanes are closed, you must submit a Temporary Traffic Control Order (TCO) prior to establishing the work zone to establish a legal speed limit. For any project being retrofit, submit a TCO as soon as possible to Leo Arens, Traffic

Regulations
Engineer, Traffic
and Safety Support
Area.

8. When additional speed reductions of more than 10 mph may be required due to geometric and physical conditions, approval must be obtained from the region engineer and the Engineer of Construction prior to implementation.
9. Pay for any additional signs (or replacement signs) with contract unit prices.

Additional Requirements:

1. Review your work zones to make sure all conflicting speed limits are covered, including truck speed limits.
2. Review channelizing device placement and provide for a reasonable lane width. When possible, reduce lane widths by placing channelizing devices closer to the traffic lane.

- This will provide for improved lateral offset for the worker, and discourage the motorist from attempting to pass in areas that could accommodate two vehicles side-by-side.
3. Establish all channelizing device spacing at the lowest posted speed. For example: 60 mph/45 WHERE WORKERS PRESENT will require 45 foot spacing in tapers, and 90 feet in tangent sections. Strictly enforce this requirement.
 4. On projects with expedited schedules or lane rentals, consider revising the speed limits in these areas first.
 5. TSC/region staff is required to track all complaints and increased costs for the work of revising the signing.
 6. Samples of traffic control typicals are provided in BOH IM 2005-16, *Guidelines to Establish Speed Limits in Work Zones* to guide staff and industry on the required changes. All existing typicals will be revised and made available within the next few months.
 7. On new projects being developed for the 2006 season, include the required signing as part of the project. Use the sample typicals for sign layout, or revise your existing typicals as necessary.
 8. On projects where the sample typicals cannot apply, **e-mail** the following staff for additional guidance: University, Bay and Metro Regions – Bruce Munroe (munroeb@michigan.gov); Superior, North, Grand and Southwest Regions – Brian Zimmerman (zimmermanb@michigan.gov). For emergency information, contact Brian Zimmerman at 517-242-7366. Bruce and Brian will provide backup for each other; therefore, if one is not available, please contact the other.

Please share this information with consultants and local agencies in your area.

